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NOTES AND COMMENT

ADVICE TO PERSONS VISITING COLOMBIA FOR THE SAKE OF EXPLORATIONS AND INVESTIGATIONS

The following statement was sent to the Department of State in Washington in 1912 by the Minister of the United States to Colombia. It is believed that all persons going to that country, as well as to several others of the continent of South America, would do well to heed the suggestions contained therein.

I have the honor to submit the following statement for the consideration of the Department and, if deemed proper, I think it would be wise to give the matter contained therein as wide circulation as possible for the reasons that follow:

American explorers are coming in increasing numbers to Colombia every year for the purpose of investigating the animal, insect, plant and bird life, as well as the mineral resources and agricultural possibilities of this naturally rich country, which up to now has received but slight development. Many of these investigators are young men, connected with our colleges and scientific institutions, who have never had experience in tropical lands, and as a rule they come here unprepared for the dangers and hardships which must be encountered by those who earnestly endeavor to do their work thoroughly and well. A timely suggestion to these explorers may save American officials much anxiety and trouble, and safeguard many clever and self-sacrificing young men from broken health and disappointed hopes.

A number of incidents of this character have occurred since I took charge of this Legation. A very prominent American ichthyologist came to Colombia to investigate the pisci-fauna of the country. He was limited to three months' time, and had mapped out work enough to cover a year of great activity. Hurrying through the malarial regions badly equipped for the journey, he ended his work a victim to malarial fever. When he arrived at Cartagena he was a strong and perfectly well man. When he left, his physical health was badly shattered, and the valuable work that had been planned was in a measure abandoned. A young man was sent out from the British mu-

seum to make a collection of the smaller animals in the valley of the Vaupes river. He arrived here equipped with a khaki uniform, a pair of hobnailed shoes, a twelve-gauge shot-gun without ammunition, a box of rat-traps, and some alum and arsenic powder. He possessed no medicine and no camp equipment. He could not properly supply himself here and was advised to return to London and start over again properly equipped. He wisely took the advice. Two young Americans, one an ornithologist and the other an entomologist, were sent to Colombia to make a collection of birds and insects with which this country abounds. They came improperly equipped and, never having been in the tropics before, knew absolutely nothing of the dangers of the hot climates. After several weeks of intense hardship in the lowlands both were stricken with the fever. One of the party who was an athlete weighing 180 lbs. when he left the States became so reduced in flesh in five weeks' time that he only weighed a little over 100 lbs. His condition grew worse, and it was decided to start for Bogotá, several days' journey over dangerous trails, in order to get proper medical assistance. When they arrived at the Colombian capital one could scarcely walk and the other was broken in health. Both of these young men were clever and intelligent, but they had not come prepared for the hardships and dangers that must be encountered in exploring expeditions in Colombia. Many similar instances might be mentioned which have recently occurred.

In order to be of service to future exploring parties which may visit the Republic of Colombia, I asked Doctor Hamilton Rice, who has spent several years as a successful explorer of darkest Colombia to prepare a memorandum for the use of young American explorers who have had no previous experiences in the tropics. The following is the advice he gives:

Advice to young explorers in the tropics

Most people of good constitutions and regular, temperate habits can with care maintain a fine state of health in the tropics, the ideal tropical traveler being a temperate man, in sound condition, with digestion like an ostrich; possessing an even temper and no race prejudices, and capable of looking carefully after details, such as seeing that the water really has been boiled instead of taking his cook's word for it. He should be anxious for and glad to take advice from those who have had experience from traveling in countries similar to the one he is to traverse.

He should have with him and understand how to use the clinical thermometer. He should know what normal temperature is, how to pick up, twist or tie a bleeding vessel, how to use the hypodermic syringe and to pass a stomach-tube or catheter, as well as how to employ artificial respiration. He should understand the primary principles of asepsis, how to drain and keep clean a wound, as well as the best way to set a limb; all of these rudiments should be mastered from competent instruction, not from books. He should be revaccinated if he has not suffered from small-pox or been vaccinated within two years.

He should understand the administration of quinine, both as a prophylactic against and its use in treatment of diseases. The likeliest diseases in the tropics are malarial fevers and dysentery. Quinine as a prophylactic of the former may be taken in one of three ways: (a) 5 grains every day after breakfast. (b) 10 grains twice a week. (c) 15 grains every 10th and 11th day. If for any reason quinine is not tolerated, that individual is unsuitable for residence in a malarial country. During a paroxysm of ordinary intermittent fever it is best to wait before giving quinine until the rigor and hot stages are past and the patient begins to perspire. A fever once begun cannot be cut short by quinine, but as soon as the skin is moist and the temperature begins to fall, the earlier the drug is commenced the better. Ten grains should be administered at commencement of sweating and thereafter five grains every six or eight hours for the next week. This is an almost certain cure. When the quinine is given it is best to administer an aperient in order to keep the bowels open. Should this fail, sodium of sulphate [*sic*] should be taken, 1 drachm doses in hot water every fifteen minutes, until a purgative effect is produced; or calomel may be taken in combination with quinine and ipecacuanha, one grain of each every 5 or 6 hours, salivation being watched out for.

Snake bite.—Scarify the wound freely and apply supersaturated sal permanganate of potassium, a bottle of which should always be kept in readiness in a country where venomous snakes exist. Patients should rest, all active movements or stimulation should be avoided as far as possible. The indispensable drugs are morphine sulphate tablets, 1/4 grain; calomel tablets, 1 grain; quinine hydrochloride, grains V; ipecacuanha, grains V (tabloid form); potassium permanganate, 1 grain, tabloid; bismuth subnitrate, 10 grains (tabloid); corrosive sublimate, 1 grain (tabloid).

Campers should sleep in hammocks or cots, never on the ground; never go to sleep in wet clothes if possible to avoid it, always have a mosquito-netting fine enough in mesh to keep out the moisture as well

as the mosquitoes. Avoid rising before the sun has dispelled the night dew; early rising is to be especially avoided in malarious regions. A small cup of black coffee should be taken before leaving the hammock; this is a helpful procedure.

When possible, water should always be boiled and allowed to cool; lime juice should be freely used in water if it is not boiled. Drinking water should be kept shaded from the sun. Henny food and flesh food should be used sparingly. Fresh meats once a day in moderate quantities are enough. Sun dried meats or South American *carne seca* do not putrefy even under the most unfavorable conditions and make a palatable dish stewed with vegetables. Cereal foods as well as corn-meal, beans, peas, yucca, farina, etc., can be freely used. Cooked plantains are also an indispensable food in the tropics.

All excesses in drinking or eating should be scrupulously avoided. Alcohol should never be indulged in, but used only as a medicine. Prolonged immersion in bathing is to be avoided; a quick plunge or sponge bath may be indulged in daily in the morning or at night; a warm bath is the best in the tropics.

Nocturnal changes in the hot regions of South America are very marked. Woolen blanket and wool or flannel pajamas are acceptable and the safest. Serge with silk gauze next to the skin is preferable. Handknit grey wool socks are the best. Head and foot coverings should be heavy, the first to guard against the sun's rays, the second as sufficient protection to the feet. Soap, towels, tooth-brushes, and toilet-paper are imperative articles and every effort should be made to keep the person and camp as clean as possible.

BRAZILIAN RAILWAYS

The following material is taken from *Commerce Reports*, no. 239 for Oct. 10, 1918. It was prepared by the "Latin American" Division of the Bureau of Foreign and Domestic Commerce under the direction of Dr. Julius Klein.

The war has vitally affected many aspects of the economic development of South America, but few of these aspects have been more directly concerned with the struggle than have the Brazilian railroads. The financial depression of 1914 and the swift decline of Brazilian exchange have materially decreased the net earnings of the various companies, especially of those with large foreign obligations to meet. The

cutting off of the usual supply of imported fuel has forced the companies to resort to native wood and coal, the latter being inferior in quality and hard to obtain. At present too, the railroads are hampered by lack of capital and the impossibility of importing equipment. Fortunately, however, there are also redeeming features to the present situation. The extraordinary diversification of industries now going on in the Republic and the departure from concentration upon coffee and rubber is certain to result ultimately in the rapid expansion of the railroad systems into regions hitherto untapped which are rich in raw materials.

Furthermore, the management of Brazilian railways should be a matter of timely concern to American railway interests because of the long experience of the Brazilian Republic with such problems as Federal control and operation, the guaranty of interest on railway investments, etc.

With an area of over 8,000,000 square kilometers or more than 45 per cent of the total area of South America, Brazil now has less than 27,000 kilometers of railroad mileage in operation. With an area and population nearly three times as great as that of Argentina, Brazil has only about three-fourths of the latter's railroad mileage. The following table taken from the *Retrospecto Commercial do Journal do Commercio*, Rio de Janeiro, presents the actual and projected railroad construction as of January 1, 1916:

	IN OPERA- TION	UNDER CONSTRUC- TION	PLANS APPROVED BY GOV- ERNMENT	TOTAL
	<i>Kilometers</i>	<i>Kilometers</i>	<i>Kilometers</i>	<i>Kilometers</i>
Owned by Government:				
Operated by Government.....	4,836	1,799	1,101	7,736
Leased to private companies.....	9,174	1,503	3,820	14,497
Operated under Government concessions:				
With guaranties	3,623	390	1,879	5,892
Without guaranties.....	2,227	14	416	2,657
With State concessions.....	6,786	428	293	7,507
Total.....	26,646	4,134	7,509	38,289

The present population of Brazil is a mere fringe extending from one end of the long seacoast to the other, but a fringe which is slowly widening as the development of the country penetrates beyond the mountain barrier farther and farther toward the interior of the more

productive coastal States. The important part which railroad construction has already played in the promotion of the settlement and industrial development of the country is strikingly revealed by an examination of the map of the Republic. Especially is this true around Rio de Janeiro and São Paulo, where five of the seven lines through the coastwise barrier of the Serra do Mar are located. Within a very limited area surrounding these two important cities, a section which comprises perhaps a twentieth of the total area of the country, live nearly a fourth of the Brazilian people. A very large percentage of the total railway mileage of the country is confined within this same small district, while the undeveloped interior of the country, with its great mineral wealth, its pastoral possibilities, and its vast forests of rubber, medicinal plants, dyewoods, and hardwoods is accessible from the coast only by means of a few spurs of rail lines and by navigable rivers. The important northern coastal States of Bahia, Pernambuco, Ceara, and Para, though served by minor local railways, have no rail connections with each other or with the south and are dependent upon coastwise shipping for interstate trade. In fact, the ports of the two latter States are in normal times almost as accessible from New York as they are from Rio—a fact which vitally affects the trade organization of the country.

Classified according to location the railroads of Brazil naturally group themselves into the following five divisions:

(1) Short, isolated lines, extending inland from various ports north of Rio de Janeiro: (a) From Bahia to Joazeiro, on the River São Francisco, serving a cacao and tobacco region; (b) from São Felix due west about halfway across State of Bahia; (c) network about Pernambuco serving sugar, cotton, and cattle region; (d) short lines extending inland from other northern ports.

(2) Railroads radiating from Rio de Janeiro, chief port of Brazil: (a) Northeast through coffee and sugar country to port of Victoria; (b) north and northwest across the Serra do Mar into manganese region of State of Minas Geraes; (c) southwest to São Paulo.

(3) Railroads radiating from São Paulo, center of coffee trade: (a) Well-equipped, double-tracked line southeast across Serra do Mar to port of Santos; (b) lines tapping coffee sections throughout State of São Paulo; (c) line south from São Paulo to town of Uruguayana, on Argentine border, and to Santa Anna do Livramento, on Uruguayan border, whence connections are made for Montevideo.

(4) Railroads connecting more important southern ports with main line from São Paulo to Uruguay: (a) From port of Paranagua Curityba, furnishing outlet for herva matte from forests of Parana; (b) from São Francisco inland, tapping lumber region; (c) from Porto Alegre inland through farming district which makes specialty of hog raising; (d) from Rio Grande do Sul inland.

(5) Interior railroads: (a) Short line around rapids in the Madeira and Mamore Rivers from Porto Velho to Guajara Mirim; (b) from Bauru, in the State of São Paulo, westward across the sparsely populated State of Matto Grosso toward the Bolivian border; (c) a line in the State of Rio Grande do Sul extending from São Borja, on the Argentine border, south along the Uruguay River to Quarahim, on the Uruguayan border, a recently completed bridge across the Quarahim River furnishing connection with the Uruguayan system; (d) a short line in the State of Maranhao joining towns of Caxias and Cajazeiras. Caxias is on Rio Itapicuru, which is navigable from this point to the ocean; Cajazeiras is on Rio Parnahyba, navigable both up and down stream from this point.

Brazilian railroads may be classified according to ownership under the following seven headings.

(1) Lines owned and operated by the Federal Government.

(2) Lines owned by the Federal Government and leased to private companies. These lease contracts usually extend over a period of 60 years, at the conclusion of which the system reverts to the Government without payment. Provisional clauses of the contract provide for reversion with certain payments at end of 30 years or sooner should public interest so require. Work on uncompleted links and branches is usually done by the companies on the account of the Government, and sections so constructed are incorporated in the system.

(3) Lines conceded by Federal Government with guaranty of interest. These railroads have privilege zones, usually reserved for them for 90 years. They also have a 6 per cent guaranty, gold or paper, on recognized capital, fixed usually at a certain amount per kilometer. These roads may be expropriated by Government under certain conditions.

(4) Lines conceded by the Federal Government without guaranty of interest.

(5) Railroads owned and worked by States, which the latter may under certain conditions build or authorize within their borders.

(6) Railroads owned by States and leased to private companies.

(7) Railroads conceded by States.

In many instances a private company operates a portion of its system under a Federal or a State concession and another part under a lease either from the Government or a private company holding a Government concession or lease.

Considerable confusion arises from the fact that Federal railways are sometimes referred to as "State" railways.

The Federal Government has taken a keen interest in railroad development for many years. Formerly, concessions were freely granted, and promoters were given heavy guaranties on their capital, but as a result of this policy the country has been forced to finance these lines until the sections through which they penetrated should become sufficiently developed to allow a return upon the capital expenditure.

Some 15 years ago the Government formulated a plan whereby, through a system of loans, it began the purchase of these roads, most of which have been acquired.

The following figures giving the loans and expenditures of the Government, as of December 31, 1915, for railway construction, purchase, and guaranties are taken from the report of the Federal Railway Commission appointed by the Government expressly to tabulate its railway obligations. The official exchange rate of 16d. has been used in converting gold to milreis and a ratio of 1.68 in changing gold milreis to paper milreis. All figures are for paper milreis unless otherwise indicated.

External loans for railway construction:

228,000,000\$ principal (loans made in gold).

9,720,000\$ interest.

140,044.926\$ proceeds to be used for construction purposes.

67,452,063\$ balance of proceeds remaining December, 1915.

Internal loans for railway construction, purchase, and guaranties of interest:

268,951,779\$ (loans made in paper)..... 13,790,086\$ interest

665,249,557\$ (loans made in gold)..... 32,075,230\$ interest

934,201,336\$

45,865,316\$

45,865,316\$ total amount of annual interest.

8,157,683\$ deducted for rents and payments of railways having guaranties of interest.

37,707,633\$ annual interest responsibility of Government.

The foregoing figures refer to responsibilities of the Government to be used for railroad construction, purchase, and payment of guaranties. The following figures refer to amounts of securities and money actually paid out by the Government for these purposes:

182,198,557\$ certificates issued to various companies for construction purposes.

78,631,073\$ payments made in paper to Madeira-Mamore, Cearense, Bahia, and Goyaz lines.

13,492,800\$ payments made in gold to Madeira-Mamore.

£16,618,960 4 per cent bonds carrying interest of £664,759 used for purchase of following roads: Natal and Nova Cruz, Conde d'Eu, Recife and São Francisco, Timbo, Bahia Central, Thereza Christina, Parana, Santa Maria to Uruguay, Rio Grande to Bage, and Minas and Rio.

£3,083,840, representing an interest of £147,054, amount of amortization to July, 1914. Amortization has been suspended for 13 years under funding arrangement.

52,513,554\$ capital, interest 2,625,177\$ payment in bonds made to Bahia-Manas, Santa Catharina, Melhoramentos do Brazil, Rio das Flores, Muzambinho, Uniao, Valenciana, and West of Minas.

Most of the remainder of this interesting paper consists of a survey of the principal railways, which can not be reproduced here in entirety because of lack of space. Among railways are included the following: Brazil Railway Co. (Farquhar interests); Sorocabana Railway Co.; São Paulo-Rio Grande Railway Co.; Compagnie Auxiliare de Chemins de Fer au Brésil; São Paulo Railway Co.; Paulista Company of Railways; Araraquara Railway; Leopoldina Railway Co.; Central of Brazil; South Minas Railway, Brazilian Federal Railways Co.; Victoria & Minas Railway; State of Bahia Railway System; State of Bahia South-western Railway Co.; Santo Amaro; Great Western of Brazil; Ceara Railway System; Madeira-Mamore Railway; Northwestern Railway of Brazil; Brazil Great Southern; Santa Catharina Railway; Caxias & Terezina Railway; and Bragança Railway. The article concludes as follows:

Practically all railroad equipment must be imported into Brazil. The following table shows the material decrease in the quantities of these imports between 1912, a normal prewar year, and two war years. The quantities are given in metric tons:

ARTICLES AND COUNTRIES OF ORIGIN	1912	1915	1916
	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>
Rails, fishplates, and railway accessories, total....	234,718	5,312	8,887
Germany.....	34,940	373	.....
Argentina.....	276	29	1,065
Belgium.....	72,761	.....	.....
United States.....	51,971	4,309	7,579
France.....	57,149	1	3
Great Britain.....	17,344	597	240
Other countries.....	277	3	.....
Locomotives, total.....	16,791	1,494	3,564
Germany.....	5,985	.....	.....
Belgium.....	1,160	.....	.....
United States.....	8,272	1,054	3,519
France.....	10	.....	.....
Great Britain.....	1,359	440	45
Other countries.....	5	.....	.....
Axles, wheels, and accessories for cars, total.....	14,094	1,900	2,861
Germany.....	5,682	28	.....
Belgium.....	4,229	.....	.....
United States.....	2,207	1,340	1,976
France.....	122	4	2
Great Britain.....	1,847	525	883
Italy.....	7	.....	.....
Other countries.....	.....	3	.....
Cars, total.....	62,859	.....	.....
Germany.....	3,551	.....	.....
Argentina.....	67	.....	.....
Belgium.....	35,879	.....	.....
United States.....	17,285	.....	.....
France.....	736	.....	.....
Great Britain.....	5,163	.....	.....
Other countries.....	178	.....	.....

NOTE.—No statistics giving the number of cars imported during 1915 and 1916 are available.

For a clearer perception of the effects of the war on Brazilian imports of railway material, the above table is supplemented by the following one, which shows the values in United States currency of the total imports of these commodities from the countries supplying the largest quantities:

COUNTRY OR ORIGIN	1912	1915	1916
United States.....	\$6,106,622	\$745,784	\$1,793,360
Great Britain.....	2,516,000	427,150	234,056
Germany.....	3,500,863	17,730	.....
Belgium.....	8,025,991	.....	.....
France.....	2,265,455	1,154	1,020

A fact which may be surprising to those who have not studied this trade minutely is that in 1912 Belgium was apparently safely ensconced as the leader in the field, with over \$8,000,000 of exports to Brazil, nearly \$2,000,000 ahead of the United States, which was second. The next nearest competitor was Germany, followed closely by France and Great Britain. With 1915 came the practical extinction of imports from Belgium and the dropping of the values of those from the United States from \$6,000,000 to \$700,000. In 1916 the American imports increased by \$1,000,000 while others decreased. As far as the imports of railway materials are concerned, therefore, the Brazilian market is in a suspended condition. Speculations as to the possibilities for after-the-war competition are suggested by the 1912 figures.

While the above tables were compiled from Brazilian statistics, covering calendar years, the following figures of Brazilian imports from the United States were taken from official United States statistics for the fiscal years ending June 30. Apparent discrepancies are due to this fact.

YEAR	LOCOMOTIVES		RAILS		CARS AND PARTS	SPIKES AND TRACK MATERIAL
	Number	Value	Tons	Value		
1912.....	92	\$1,251,824	40,730	\$1,187,462	\$1,243,293	(a)
1915.....	1	12,185	4,224	128,082	45,197	\$115,015
1916.....	11	177,294	4,097	137,092	51,296	179,589
1917.....	42	1,008,732	1,878	86,420	198,378	356,381
1918.....	11	325,076	418	26,454	.....	176,618

a Not specified.

Since 1912 there has been, with the exception of the 42 locomotives shipped in 1917, which are said to have been used for the hauling of manganese ore desired by the United States, a decreasing stream of supplies and repair material, falling to a comparatively unimportant quantity in 1918.

Professor Enrique Molina of the University of Chile (Law School of Concepción) has been commissioned by the Chilean Government to make a study of American universities. This eminent Chilean is Rector of the Liceo of Concepción as well as well as the Law School, and is known besides outside of Chile for his published works. Among these are the following: *Educación Contemporánea*; *La Cultura y la Educación General*; *Filosofía Americana*; *La Filosofía de Bergson*; and *Las Democracias Americanas y sus Deberes*. In his *Filosofía Americana* he makes a study of the philosophy of William James and of the sociology of Lester F. Ward. It is understood that Professor Molina's visit has to do with the project to found a new National University at Concepción.

Professor Charles E. Chapman, of the University of California, suspended his course in the History of Spain for the October–December quarter in order to give a course in War Issues to the men of the Students' Army Training Corps. Owing to the change in the national situation, he has resumed his regular course for the remainder of the year.

Professor Percy A. Martin, who has been absent on leave from his duties at Leland Stanford University, for the purpose of assisting in the work of the Doheny Commission in its study of Mexico, has resumed his university work.

Charles H. Cunningham, of the University of Texas, has been granted a year's leave of absence to take up duties in Mexico for the government. During his absence his duties in the University will be performed by Dr. Charles W. Hackett, late of the University of California, and recent appointee to the University of New Mexico, who has been appointed adjunct professor.

Mr. L. J. Keena, Consul General at Valparaiso, Chile, for the United States will be in Washington until about the end of February. Before going to Chile (April, 1915), Mr. Keena had been stationed in Mexico, Argentina, and at Florence, Italy.

Mr. Charles E. Eberhard, who has been Consul General at large for the United States in South America for the last five years, has recently been assigned to Rio de Janeiro. Mr. Eberhard has first hand knowledge of all parts of South America.

Dr. Charles Lyon Chandler, formerly South American representative for the Southern Railway, has joined the staff of the Bureau of Foreign and Domestic Commerce, in Washington. Later notification is to the effect that Dr. Chandler has been appointed Manager of the Foreign Trade Department of the Corn Exchange National Bank of Philadelphia.

Acapulco, on the Pacific coast of Mexico, today a consular district of some importance, has had an eventful history through its connection with the Manila galleon. Indeed, the name "Acapulco galleon" was often applied to the vessel that kept the Philippines yoked up to Spain. The name itself is said to mean in the native vernacular "Mouth of Hell," and old chroniclers found the place with its gloomy harbor suitably named. At the present time the mercantile establishments of Acapulco remain the supply point for practically all the coast region of the State of Guerrero, but its former glory has departed in large measure. Economic conditions of the district have been considerably upset by the revolution, while the European war has also been a factor in the development of new conditions. The district formerly relied upon Great Britain for the greater portion of its imports, only one-third of them coming from the United States. During the year 1917, however, 99 per cent of the imports were from this country. Thus, in 1916, imports from the United States were valued at \$112,442 and in 1917, at \$254,098. Exports from Acapulco go chiefly to the United States, total exports to this country for the last six months of 1917 being valued at \$236,079. Of these the chief item was cowhides which were valued at \$168,027. Of the 110 entries of ships during 1917, 75 were of vessels flying the flag of this country, 26 were Mexican, and 9 were of other nationalities. Interesting statistics on the trade of Acapulco will be found in a supplement to *Commerce Reports*, of July 5, 1918. The same supplement contains notes on the consular district of Ciudad Juarez.

With a population estimated at 600,000 and an area approximately equal to that of Pennsylvania, Honduras has abundant room for development. It has a tropical climate with few of the usual disadvantages. The interior is mountainous and salubrious, with considerable rich land suitable for diversified farming and fruit growing, while all of the remainder, even the steep mountain slopes, is used for pasturage. Along the coast it is hotter than in the interior, but foreigners from the

United States and Europe live there year after year and in general enjoy good health, although malaria and dysentery must be guarded against. The north coast is especially suited to bananas and coconuts, and it is being developed rapidly, chiefly through companies having their headquarters in the United States. The south coast, fronting on Fonseca Bay, is much shorter and the country adjacent to it is less productive than that lying between the north coast and the mountains fronting on it. Land tenure in Honduras is extremely liberal to both natives and foreigners. All unclaimed land belongs to the municipalities, and there is an enormous amount of such land. A foreigner, after having resided in a town for six months, may make application to be made a recognized resident of the town. Such action does not affect his citizenship, although it does make him liable to all municipal taxes. Having made his application, he may then ask the municipality to turn over to him certain vacant lands that are to his taste, and this will be done, proper records being made in the municipal archives. This land is never given in fee simple. The owner and his heirs and assigns may retain possession of the same as long as it remains fenced and cultivated. He will receive as much unoccupied land as he requests, provided he fences it in and cultivates a reasonable amount of it. In assigning such land, the foreign owner may not sell the land itself, but only the improvements that he has made. The purchaser, upon registering the bill of sale of the improvements and interests of the former owner, becomes recognized as the lawful holder of the land. Supplement no. 31b to *Commerce Reports*, dated October 7, 1918, will be found to contain much interesting data on Honduras in addition to the statements above.

The foreign trade of Nicaragua amounts to about only \$11,000,000 per annum, which is small for a country possessing an area of 49,200 square miles and a population of 550,000. Before the Great War, about 60 per cent of the exports went to European countries and about 50 per cent of the imports were from Europe (chiefly Great Britain, France, and Germany). In 1917, the United States supplied 81 per cent of the imports and took 85 per cent of the exports. Cotton cloth, chemicals (including drugs, dyes, and medicines), machinery and wheat flour were the chief imports. Coffee is the chief export, but in 1917, the value of the mahogany exports was the largest item. Other important articles of export are gold, hides and skins, bananas, rubber, sugar, cocoa, and coconuts. The country needs to be developed by

roads and railways. A new tariff, made on a scientific basis, was adopted in 1917 by the Nicaraguan Congress, and the two distinct tariffs—one for the east and one for the west coast—have been abolished. Commercial data on Nicaragua will be found in supplement no. 34a to *Commerce Reports*, issued under date of August 19, 1918.

El Sol (Madrid), of September 30, 1918, publishes an interesting article by Lope de Eguzquia under the title "Pi y Margall adivino y precursor de Wilson" (Pi y Margall, the forerunner and precursor of Wilson). After speaking in high terms of the conduct of President Wilson, the author calls attention to an open letter written in 1896 by Francisco Pi y Margall to the Republic of the United States of America, in which the same ideals are expressed. This letter was not published until 1909 when it appeared in the *Nuevo Regimen*; and was published a second time in the same paper in 1915. Portions of this letter are also reprinted in *El Sol*, of which the following is a translation.

I am writing to you, Republic of the North, from a nation which despises and hates you because it believes you to be the accomplice of the insurgents of Cuba. If I had anything for which to accuse you with respect to Cuba, it would be because you have conducted yourself with too great a lack of rigor and have acted weakly. You threw off the yoke of England, partly through your own vigorous action and partly through the support given you by France and Spain. You can not look with indifference on colonies that are struggling for their independence. In their favor you should employ your influence and your sword with greater reason than different nations of Europe did it for you.

The humble work which I am dedicating to you aims exactly to make you the liberator of peoples. Among the nations of the world, I have not found another better suited for the attainment of so lofty an aim, and on you have I centered my gaze wearied out with beholding iniquity triumphant. Here in Europe we have the noble Swiss nation, abhorrent of its own and of others servitude, but this is a republic which has enough to do to defend itself from neighboring powers because of its position and its strength.

Perhaps you will wonder that I speak of the employment of violence. I am an enemy of war, but more the enemy of tyranny. I admit force to combat tyranny, and I even applaud and sanctify it. Not in honor of Alexanders and of Caesars will I ever sound forth canticles of praise, but this shall I do in honor of men like Washington and Bolívar. Never have I recognized the right of conquest, and I have always recognized the right of the conquered to drive the invaders from their territory, though they have occupied it for centuries and have improved and ennobled it. Any nation which rises to recover its lost independence merits from me a quick respect and affection, and admiration and enthusiasm, if on one day or another I see it struggle with superior forces and at the end conqueror. Worthy, yea, very worthy, of support is such a nation, in my opinion.

Others are the sentiments today prevailing, but I place the sentiment of humanity above that of patriotism, and I do not consider it patriotic to defend my country at the cost of another. I should like to see all the peoples of the whole world free and bound together by mutual love and common interests.

You, Republic of the United States, can do much to bring near this remote ideal. This is why I address you, and in you I place my faith and my hope.

In Europe there are no other than dominating peoples. I know you the liberating people, Republic of Washington. Today, you are the first nation of the world. You shelter in your bosom humanity entire: more than eight million Europeans, more than seven million Africans, more than one hundred thousand Chinese, more than two million citizens from the other republics of America. In you all the oppressed seek a remedy, whether oppression comes because of tyranny or through man.

You have temples for all religions. You do not distinguish Catholics from Protestants, nor Christians from Jews, nor Mormons from Buddhists. You permit all cults, and you have no paid religion.

You are liberty, you are democracy. You defend the personality of all who seek shelter in your shade. You were the first to write the sacred and inalienable rights of man. In the year 1776, thirteen years before the French Revolution, you had already declared them in the Convention of Virginia. You were also the first to abolish negro slavery. England limited its action to prohibiting the trade. You redeemed all the slaves at one stroke. It cost you a war and the sacrifice of one of your best sons, but you were the victor and made slavery impossible throughout the rest of America.

Not only the rights of your citizens do you respect, but as well those of your distinct peoples. In your organization, you have been able to realize the saving principle of unity in variety; and by applying and extending the system, you can unite all the nations of the earth and make of scattered humanity one organic being.

Who is there with greater rights and greater means than you to become the standardbearer of the human race? You are powerful. Dare, and there will be no nation that shall leave or shall have left pages more brilliant in history than yours. Future generations will recognize you as the redeemer of peoples.

James A. Robertson has been elected a corresponding member of the Hispanic Society of America.
